[012] BRIEF DESCRIPTION OF THE DRAWING ✔

The sole figure illustrates a method of operating a traveling, take-off ✔ power shaft connected to a drive motor by a clutch. ✔

[013] ~~SUMMARY~~ DETAILED DESCRIPTION OF THE INVENTION ✔

[014] Accordingly, a method is shown in the sole figure and proposed in the ✔ framework of which, the rotational speed of a traveling power take-off, through the speed of rotation of the drive motor, is caused to controllingly conform to the rotational speed of the wheels by electronic intervention. This can be achieved, for example, by the use of a sensor, which measures the rotational speed of the wheel, or by other tachometrical determinations in the down-gear transmission or even other driving speed sensors, which obtain, instead of the speed of rotation, the actual speed of travel. In this case, provision is made that the electronic system, upon the attainment of an upper or lower threshold value of the motor, shifts into the next higher, i.e., the next lower gear stage of the power take-off shaft. For example, in a market of customary stages of 540, 750, or 1000 RPM, it is advantageously possible that a power take-off shaft operation can be achieved at vehicle speeds of 2.5 to 10 km/hr. The ratio of power take-off rotational speed to the rotational speed of the wheels would approximate 40/1.

1-5. (CANCELED)

6. (CURRENTLY AMENDED) A method of operating a traveling power takeoff shaft having a clutch connection with a drive motor, wherein one of a wheel speed and a vehicle speed is known and the traveling power takeoff shaft, via a motor speed of rotation, ~~can be~~ is electronically matched in ratio with [[a]] the wheel ~~velocity~~ speed, whereby, upon attainment of one of a higher and a lower threshold value of the drive motor speed of rotation, the higher threshold value corresponding to a next higher power takeoff stage and the lower threshold value corresponding to a next lower power takeoff stage, shifting will occur to [[a]] one of the corresponding next higher[[, i.e.,]] and the next lower[[,]] power ~~take-off~~ takeoff stage.

7. (CURRENTLY AMENDED) The method according to claim 6 ~~wherein~~, further comprising the step of when starting must be from zero speed, a difference can be compensated of a speed of rotation at said zero speed and a lower threshold speed of rotation of the motor, by a strong clutch-slippage of the traveling power take-off shaft.

8. (CURRENTLY AMENDED) The method according to claim 6 ~~wherein~~, further comprising the step of in a case of self-driven trailers, with a knowledge of slip, by means of an evaluation by an electronic system, an optimal speed of rotation ratio between a tractor and a trailer can be achieved.

9. (CURRENTLY AMENDED) The method according to claim 6, ~~wherein~~ further comprising the step of adjusting the ratio of vehicle speed to the traveling power take-off shaft speed of rotation ~~can be adjusted~~ to current demand by manual intervention during travel.

10. (CURRENTLY AMENDED) A method of operating a traveling power takeoff shaft connected by a clutch to a drive motor, the method comprising the steps of:

sensing one of a wheel rotational speed and a vehicle speed;

electronically matching~~, by adjusting a motor speed rotation,~~ rotation of [[the]] a traveling power takeoff shaft to one of the wheel rotational speed and the vehicle speed, by adjusting motor rotation speed; and

shifting to a next lower power ~~take-off~~ takeoff stage when ~~one of~~ a next ~~higher and~~ lower motor rotation speed threshold value ~~of the drive motor~~ is achieved.

11. (CURRENTLY AMENDED) The method according to claim 10 further comprising the step of compensating for a difference in the ~~speed of rotation of the~~ drive motor rotation speed between a zero rotation speed ~~of rotation~~ and the lower motor rotation speed threshold ~~speed of rotation~~ value when, starting from the zero rotation speed, by allowing clutch slippage of the traveling power take off shaft.

12. (PREVIOUSLY PRESENTED) The method according to claim 10 further comprising the step of achieving an optimal speed of rotation ratio between a tractor and a trailer by evaluation by an electronic system, with a knowledge of slip, in a case of self-driven trailers.

13. (CURRENTLY AMENDED) The method according to claim 10, further comprising the step of adjusting [[the]] a ratio of the vehicle speed to the rotation of the traveling power take-off shaft ~~speed of rotation~~ to current demand by manual intervention during travel.

14. (NEW) A method of operating a traveling power takeoff shaft that is connected to a drive motor by a clutch and a takeoff shaft gear stage, the method comprising the steps of:

determining either one of a wheel rotational speed and a vehicle travel speed; and

adapting a rotational speed of the power takeoff shaft to conform to the one of the wheel rotational speed and the vehicle travel speed by one of:

electronically shifting to a higher takeoff shaft gear stage, if a rotational speed of the drive motor essentially equals an upper rotational speed threshold, and

electronically shifting to a lower takeoff shaft gear stage, if the rotational speed of the drive motor essentially equals a lower rotational speed threshold.